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Hongkong, 14th August, 1903.

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NEW PREMIER CYCLES. Best American
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Everything in the trade always kept in
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Storage available at EAST POINT. Stores will
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WM. PARLANE, Manager.
Hongkong, 18th November, 1901.

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NAVY BOILED
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FIRST CLASS PRIVATE HOTEL.
Rooms most Elegantly Furnished. Comfort
Visitors will be made a Special Study.
Absolute Cleanliness Guaranteed. Cuisine a
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Premises centrally situated away from the
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Hongkong, 14th June, 1904.
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erecting a new Bathing Hotel on the
beach of the Augusta Victoria Bay at Tsingtau.
It will contain 45 suites of rooms, consisting
each of sitting room, verandah, bedroom and
bathroom, lighted throughout by electricity.
Its situation in the immediate proximity of
the beach will make it specially suited for the
residence of ladies and children, while concerts
of the splendid Marine Band and the pretty
surroundings of Tsingtau will contribute to the
pleasure and recreation of all visitors. The
absence of the native element is a striking
feature of Tsingtau, not met with at any other
place in China.
The Hotel will be opened on the 1st of June.
An Omnibus will meet every steamer to carry
passengers and luggage to the Hotel.
Intending Visitors to either the Hotel Prinz
Heinrich or the new Strand Hotel are respect-
fully requested to send in early applications for
rooms to
THE MANAGER,
Hotel Prinz Heinrich, Tsingtau.
Tsingtau, 23th May, 1904.

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Hongkong, 1st May, 1904.

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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Pansa. Codes: A.B.C. 6th Ed. Lieber's.

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The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CH.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 29TH JUNE, 1904.

MANY pessimistic lucubrations, which to us seem somewhat far-fetched, have recently taken form in words over the well ascertained fact of the recent decline in the birth-rate, not only in England, but throughout almost the entire civilised world. At the beginning of the last century MALTHUS frightened the whole civilised world out of its wits by his endeavour to reduce to rule the vital statistics of the country. The tendency of population was to double itself in about twenty-five years. In such a case the most productive country on the face of the earth must soon be reduced to the condition that it can no longer support the mass of humanity. Still, populations have lived and continue to live, and there is no sign in the visible future of the struggle for existence becoming measurably more intense. As MALTHUS pointed out, there were practical checks, partly natural, partly artificial, which prevented such a condition arising. MALTHUS was a clergyman of the Church of England, and it seemed to the crowd almost impious that he above all men should occupy himself in discussions, in their nature, so thought the man in the street, immoral. The more thoughtful recognised the value of his work, and the assistance it afforded to the right reading of statistics; and he became Professor of Political Economy at Haileybury, Fellow of the Royal Society, and Member of the Institute of France. Popularly his doctrines were reprobated as striking at the foundations of morality; he was accused of reducing to the dead level of figures the highest and holiest of human relations, and above all he was represented as the enemy of the poor classes, notwithstanding that the tendency not only of his teachings, but of his life, was ever to seek to lighten a lot which he showed

must be for some individuals inevitably hard. MALTHUS's methods lived after him; they have been instrumental in raising into a science the study and use of statistics, and lessening that tendency to false conclusions which is obviously one of their most dangerous weaknesses. In the associated sciences connected with biology MALTHUS's influence has been more powerful since his death than during his life. He was the real inspirer of DARWIN's philosophy of life; and the thoughts suggested in his works were the spring in DARWIN's mind of the theory of Natural Selection, which finally culminated in the modern doctrine of perpetual evolution.

According to MALTHUS the checks on population were of two kinds, natural and artificial, positive or preventive. The former include such phenomena as floods, famines, epidemics, &c.; the latter moral restraints, as prudence and the conscientious exercise of the moralities of a properly regulated social life. But they also included such checks as are brought about by crime and general immorality. Although it is easy to see their effects, it is in most instances difficult or impossible to follow the hidden springs which have brought them into action. Wars are one of the most effectual checks on increase of population, yet wars are never consciously brought about with any such object. The ambition of a particular individual or group of individuals to enrich himself, or themselves, is the ordinarily patent cause of war. So again the prevalence of crime has a lowering effect on population. A man has not the opportunity of procreating his kind through being locked up in prison; there is clearly here a hiatus between cause and effect, which can only be bridged over by the philosophic student, yet the effect is real though the incidence be remote. It has been frequently noticed how after an epidemic wherein noticeable numbers have been carried off, the birth-rate has sensibly increased. There was no apparent cause; no changes had occurred in manners, and conditions were to all external appearance identical, yet Nature steps in to restore the normal population element. We see something of the same kind in human machines; take for instance an electric light engine. It has been going perfectly regularly at an even rate of so many revolutions per minute; suddenly half the lights on the circuit are extinguished. According to the laws of motion, with one-half the load the engine should perform double the number of revolutions. But it does not; after a scarcely perceptible flutter, it goes on just as before. Have the laws of motion been then contravened? By no means; a small regulator which has nothing whatever to say to the working of the machine has been automatically called into play, and it, by cutting off the supply of nutriment to the engine, has brought the whole about, without the engine itself having any consciousness of the cause at work. Something of the same sort in the way of automatic and unconscious government is to be seen in the case of population. Forty years ago the population of China in certain districts was almost exterminated, automatically the checks to growth were taken off, and to-day many of these districts are as well peopled and as prosperous as ever; the people themselves were as unconscious of the means as was the lighting engine. There is possibly no more prolific race on the face of the earth than the Chinese; children literally swarm, yet in ordinary circumstances the population does not increase more than elsewhere. Are the inexorable laws of nature, then, set at naught? By no means; the automatic governor has come into service. The people do not grow, as a whole poor nor immoral; possibly there is a greater waste of infant life; but in the absence of statistics no one notices these things, and the world goes on much as before.

Now it is true there has been a remarkable change indicated by recent statistics; but it is hardly one that calls for lugubrious forebodings, and in some respects cannot be viewed with feelings other than of satisfaction. In 1893 for each thousand inhabitants of London there were born 30.66; in 1903 the number of births per thousand had fallen to 28.37. People, said CASSANDRA, were evidently getting luxurious, and with luxury they were losing their stamina, and the race was going to the dogs. Had they stopped there, there might have been some reason for their remarks; at all events they had made out a *prima facie* case to submit to a jury. But there are people so constituted that they can never stop when they have got an idea in their head, but they must forthwith, like the barber of MIDAS, tell it to the reeds, who proclaim it to all comers. Dr. JOHN TAYLOR has in the *Medical Press* been distinguishing himself

in such fashion. Learning the one fact of the decrease of the birth-rate, he cannot pause to discover its real import, but launches out into an imaginary *exposé* of the crimes which must have brought about such a fearful catastrophe, and invents charges which, outside his own diseased imagination, have no foundation in fact. When we come to look at the other side of the medal the explanation is simple, but points to a very different series of causes—no less remarkable, it is true. The reduced birth-rate is the natural concomitant of a vastly reduced death-rate. Thus, whereas in the first year mentioned—1893—the death-rate was 28.2 per thousand, in 1903 it had fallen to 15.7; in other words, such had been the prolongation of life, especially infant life, due to improved hygiene and medical knowledge, that whereas in the former year the average length of life had been slightly over 47 years, in 1903 it had grown to no less than 63½ years. The artificial lengthening of life by improvement in the medical arts had been responsible for this; Nature in the concomitant reduction of the birth-rate had nearly, but not quite, followed the example of the automatic governor. Which was the happier and more wholesome condition we leave to the jury to decide.

Six cases of plague were notified during the twenty-four hours ended at noon yesterday.

The German Mail of the 25th May was delivered in London on the 25th inst.

The French cruisers *Montcalm*, *Gueydon* and *Sully* with two destroyers are expected here on Friday.

From Canton comes news of the death from plague of the second wife of H.E. Viceroy Shun and three maids of the Viceregal household.

Captain Lewington, of s.s. *Hoihaa*, which has now gone upon the Kongmoon run, reports heavy weather up the river, with torrential rainfalls.

As a result of the heavy rainfall numerous landslips are reported from the New Territory. There have also been several on the south side of the island of Hongkong.

Trade at the Kowloon Docks is very slack. Only one vessel was in dock yesterday, and it does not appear that business will improve much for the next two or three months.

H.E. the Officer Administering the Government, Mr. F. H. May, C.M.G., and Mrs. May will be "At Home" on Thursday, 21st prox., at Mountain Lodge. There will be croquet, tennis, etc.

The plant for the electric lighting of Macao is going to be supplied, it is stated, by Messrs. Dodwell & Co., of Hongkong. Mr. T. Skinner of that firm was responsible for the installation of the Macao Hotel light.

At an "At Home" held at Government House, Colombo, last month, Lady Blake wore light-blue, with écoré insertion and écoré hat. She was accompanied by Miss Keane, who was in cream muslin, richly trimmed with Maltese lace.

In emulation of the Civil Service Recreation Club, the Police Force are now seeking to reconstitute the old Police Recreation Club, and very probably a pitch will be secured on the Happy Valley. Sergeant Garrod is taking an active interest in the formation of the new Police Club.

From home papers it appears that the London County Council have ordered 110 houses to be taken down as uninhabitable under a penalty of £1 10s. per day per house until the work of demolition is begun. A correspondent suggests that it is a pity that the Hongkong Government does not use such strenuous measures, as the majority of the houses in the thickly populated central parts of the city are in a most dilapidated condition.

Sport and Gossip (Shanghai) has the following little story:—"He bought a Lottery ticket but forgot to take it out of the pocket in his flannels when they went to the wash. The ticket was discovered by the washman who promptly took it to the Lottery office and asked for the return of the cost of it, saying that his master wanted the money as 'just now he belong too much hard up.' For ways that are dark."

The Acting Governor of British North Borneo, in a letter dated 8th June, has informed His Excellency the Officer Administering the Government that the port of Hongkong is declared by the Borneo Government to be quarantined for luncheon plague, and vessels arriving in North Borneo ports and Labuan from Hongkong will be medically examined, and are liable to be quarantined at the discretion of the Health Officer.

We understand that the following transfers have taken place in the staff of the Kowloon Customs:—Mr. L. J. Borgest, 2nd class Tidewater, from Siatou to Samun; Mr. C. L. Hack, 3rd class Tidewater, from Yimtin to Siatou (in charge); Mr. C. de Bedoire, 3rd class Tidewater, from C. L. Kwan Tin, to Yimtin (in charge); Mr. A. Dransfeld, 3rd class Tidewater, from Samun to C. L. Kwan Tin; Mr. C. S. Rice, 3rd class Tidewater, from Yimtin to Kiungchow (Hoihaa).

TELEGRAMS.

[REUTER'S SERVICE.]

KING EDWARD IN GERMANY.

LONDON, 26th June.

The King's yacht, the *Victoria and Albert*, four British cruisers, and several destroyers, passed the Baltic Canal on Saturday. A squadron of Cavalry escorted the yacht on each bank, and a crack regiment of guards was drawn up at the eastern end of the Canal, where the Emperor William, surrounded by a brilliant retinue, warmly welcomed the King.

At a banquet in the evening at Kiel the Emperor referred to the King's endeavours for the preservation of peace, and invoked the aid of God to assist his efforts.

The King, replying, said he was deeply touched at the Kaiser's appreciative reference to his unremitting endeavours for the maintenance of peace, and was happy in the certainty that the Kaiser had the same object in view. His Majesty concluded by hoping that the two flags might float side by side to the most remote ages for the maintenance of peace and the welfare of all nations.

CONSULAR APPOINTMENTS IN CHINA.

From the *London Gazette*, Friday, 27th May.

The King has been graciously pleased to appoint Edward T. C. Warner, Esq., to be his Majesty's Consul for the Consular Districts of Kiungchow and Pakhoi, to reside at Kiungchow; and Henry A. Little, Esq., to be his Majesty's Consul for the Consular District of Kongmoon, to reside at Kongmoon.

The King has been graciously pleased to appoint Ernest C. C. Wilton, Esq., to be his Majesty's Vice-Consul for the Consular District of Changking, to reside at Changking; and Harold F. King, Esq., to be his Majesty's Vice-Consul for the Consular District of Tientsin, to reside at Tientsin.

CORRESPONDENCE.

OUR POLICE FORCE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th June.

SIR,—I have noticed with interest in the papers lately several severe remarks on the police of Hongkong. I think they deserve all that has been said about them. In Hongkong, it is utterly impossible for a stranger to find his way about, as in the first place the ricksha and chair coolies understand nothing of the names of streets or places, and in the second place the Police, especially Sikh and Chinese, are quite unable to tell you the whereabouts of any street but Queen's Road, or thereabout. I had occasion last night to visit a friend in the higher levels, whose domicile I had not visited before. Two Sikh policemen and a Chinese, though they were stationed in that district, were quite unable to tell me where the street was. I have had similar experiences before. Why are not the Police in the different districts taught to know every street, terrace, etc., in their district, as the police at home are? I have also noticed, among the foreign police, the great difference there now is in the physique as compared with some years ago. We seem to be getting a lot of half-grown, weedy-looking boys, in place of the handsome stalwart men we used to have in the old days, when we had that giant of 6 ft. 6 in. on Pedder's Wharf. Apologising for taking up your valuable space (but I couldn't help having a growl on this subject).—Yours, etc.

DISGUSTED.

THE BOTANIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 29th June.

SIR,—Referring to the letter which appeared in your yesterday's issue re the Botanic Gardens, I quite agree with the remarks made by "A Resident."

Hongkong in itself does not afford any means of recreation and enjoyment to Europeans and foreigners with limited income; it seems unfair that there should not be some place after the style of the Public Gardens where one can enjoy the benefit of fresh air and breezes in the cool of the evening without having to rub shoulders with undesirable Celestials. The present Public Gardens are almost exclusively patronised by Chinese, and especially by the coolie class with all their disgusting and filthy ways. Almost all the benches are occupied by such Chinese, who jeer and laugh at any foreign ladies who happen to pass. What with this and the nauseating habit of expectoration they indulge in, who on earth would expect Europeans and foreigners to sit or walk about among them?

So long as this state of affairs continues, the closing of the gardens to Chinese on certain days of the week will not make them popular, and I am certain there will never be an increase of European visitors under the present arrangements. A stroll in the gardens is generally indulged in when one has nothing in particular to do. When it is possible to wend your way there whenever one feels inclined, without having the trouble to keep a note of special days, it will be found that *habitués* will slowly but surely increase in number.

May I suggest that Government should devote one of the gardens to the exclusive use of the Chinese, and the other one to the foreigners?

Thanking you for allowing me space in your valuable columns.—Yours, etc.

KATOO.

An old man named John Russell, aged 78, who had been sexton at Wellington parish church for 61 years, having succeeded his father when 17 years of age, died a month ago. Deceased was a well-known figure in the town. He would never travel in a railway train, and he also had the distinction of never having ridden in any vehicle behind horses.

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

A SIX HOURS' FIGHT.

Tokyo, 28th June, 10.50 a.m.

Our Takushan army, after six hours' severe fighting on the 27th instant, occupied Fenshuiling 23 miles north-west of Suiyen.

The enemy consisted of five battalions of infantry, and two regiments of cavalry, with sixteen guns, and fled in disorder towards Tomuching.

Our casualties are estimated at 100.

[REUTER'S SERVICE.]

RUSSIA AND JAPANESE PRISONERS.

LONDON, 26th June.

Reuter's correspondent at St. Petersburg wires that the women, children, and old men have been ordered to leave Vladivostok.

Reuter's Tokyo correspondent wires that the failure of the Russians to furnish information concerning Japanese prisoners is arousing strong resentment, and apprehension is felt regarding the treatment of the prisoners. It is probable that the American Government will be asked to make a pointed enquiry to St. Petersburg regarding the present condition of the prisoners and to arrange a system of regular reports.

RUSSIAN TRANSPORT AND COMMISSARIAT.

A correspondent of the *Standard* writing from Kieff on the 22nd ultimo says:—

I have the very highest authority for the following statement with regard to the Eastward transport of troops and provisions. The daily consumption of food and fodder for the Army at present in Manchuria is one hundred and fifty thousand pounds, nearly the whole of which is carried from European Russia. For the regular transport of these supplies five commissariat trains must be despatched every twenty-four hours. Besides these trains, there is a daily special for the accommodation of staff and other officers, couriers, special service officials, &c., and another train for the carriage of mail, passengers, and other ordinary traffic. These leave, but a very limited marginal capacity for the troops proper, and according to my information, not more than two, and sometimes three, troops can be despatched in the 24 hours. It is in respect of the troop-train capacity, more particularly, that the official statements are especially misleading. The trucks in which the troops are forwarded are registered to carry "eight horses or forty men." That regulation might hold good in practice for a limited journey within European Russia, and even then the men would be packed like herrings in a barrel. For the long and wearisome journey of 25 days each truck is fitted with a two-storey set of shelf sleeping-bunks, which reduces the capacity of each truck to about 22 or, at the most, 25 men. Consequently, an ordinary troop-train does not, and cannot, carry more than about four hundred, or, maximum, four hundred and fifty men. Every further arrival of reinforcements in Manchuria increases the strain of the commissariat supply.

A military doctor, invalided home from Kharbin, informs me that he attributes much of the increasing sickness among the troops in Manchuria to the stale and sour flour and meal and other deleterious foodstuffs supplied by dishonest contractors and accepted by speculative military intendents. It is credibly alleged that some 60,000 or 70,000 cases of tinned meats held in stock since the last Turkish War have been despatched to Manchuria. If the allegation be well founded, such a putrid, or partially putrid, consignment is in itself sufficient to create an epidemic among the troops. The Turkish War brought to light many flagrantly shocking scandals in the Russian commissariat but the present campaign is already revealing an amount of heartlessly cruel and criminal official corruption almost incredible. On equally trustworthy authority it is stated that not more than one-third of the immense amount of underclothing, &c., for the sick and wounded supplied by private beneficence has so far reached its various destinations. Although duly marked and sealed, the cases are found to contain an overlay of genuine articles, the remainder being sawdust, rags, and other rubbishy packing.

SKRYDLOFF AS AERONAUT.

Jules Verne, or some enthusiast of his school, would seem to have been appointed St. Petersburg correspondent of the *Matin*. That correspondent says that it is "stated on the highest authority" that the gallant Admiral has succeeded in reaching Port Arthur by balloon. Well, Gambetta escaped from Paris in that way, certainly, but the feat was decidedly easier than that now attributed to the Russian. As long as Gambetta came down somewhere well clear of the Germans, it did not much matter where it was, whereas Skrydloff, even with M. Santos-Dumont's assistance, would have to hit off Port Arthur to a nicety, or run the risk of dropping on to Togo's quarter-deck. Japanese armies, as we know from the Japanese censor, "descend from the skies, from heaven," but not precisely as Skrydloff is said to have. We are prepared for a correction of this story, showing that the Admiral has really arrived by a submarine passage from Mukden, carefully constructed long before the war.—*Pall Mall Gazette*.

EVADING THE CENSOR.

The mother of a Jewish surgeon sent from Warsaw to the war recently received from her son a letter written in the usual official Russian style, and bearing the stamp of the censor. It states that the writer is in good health, that admirable order prevails among the troops, who are certain of victory and are amply supplied with all necessities, and that there is no little illness that the army surgeons have scarcely anything to do. It concludes with a request that his mother should send him some Hebrew books of which he gives the titles. These are:—"Famine and Destitution," "Consequent Fearful Epidemics," "Securely any Sanitary Appliances," "Demoralisation of the Army Constantly Increasing," "Bad of Discipline," "Wish I were Taken Prisoner." Evidently the censor did not know Hebrew.

POSSIBLE RUSSIAN PRIVATEERS.

Underwriters have received, states *The Times*, an intimation from official quarters which caused them astonishment mingled with amusement. It was stated that there was a possibility that some of the steamers recently purchased with Russian money would be fitted out as privateers for the Far East. It is difficult to see what service could be rendered by privateers which could not equally well be done by regular auxiliary cruisers, and the use of privateers by Russia could hardly be quietly allowed by the other signatories of the Declaration of Paris. The report was not taken very seriously, and rates for war risks remained easy.

WHICH IS THE YELLOW PERIL?

One of our correspondents in Russia, says the *Daily Graphic*, calls our attention to an article in the *Novosti*, appealing to Great Britain to take serious note of "the yellow spectre" as exemplified in the alleged pan-Asiatic aspirations of a section of the Japanese people. It is not pretended that the present policy of the Mikado's Government aims at a Japanese hegemony of Asia or the emancipation of that Continent from European political influence; but it is argued or implied that this is the inevitable tendency of Japanese thought and action, because there is a society in Japan, with an organ in the Press, which avows an ambition of this kind. Here, says the *Novosti* in effect, is a menace which threatens Manchuria and India in the same boat! Practical politicians are not likely to be influenced by bogies of this kind, but if they were, the result would scarcely be what the *Novosti* anticipates. Have Russians who conjure with the Yellow Peril—quite realised the sort of revolt to which they lay themselves open? Granted that the case set forth by the *Novosti* is accurate, and the conclusions drawn from it are justified—a very large assumption—what is there to show that Russia herself is less of a Yellow Peril than Japan? Has the *Novosti* ever heard of the Russian school of Pan-Asiatics as ably represented by Prince Uchitovsky and the *Petersburgskaya Viedomosti*? It is surely not one whit less aggressive than the Japanese society, and so far as its designs on India are concerned it is infinitely more dangerous. One has only to read Prince Uchitovsky's fascinating record of the present Tsar's visit to India to be assured of this. But Prince Uchitovsky, with his plea for an Asiatic culture in Russia, and for a Russian domination of the whole of Asia, is not the only evidence of the existence of a Yellow Peril below the easily scathed Europeanised skin of the average Muscovite. It is true that in religion Russia belongs to the West, but in politics she is far more essentially Eastern than Japan. She stands for every principle which the European democracy holds in detestation and terror; and if we are to believe her more philosophic statesmen—men like M. Pobedonostzeff—she stands for those principles as an aggressive proselytiser. If, then, there is a Yellow Peril, we may well feel puzzled to know whether it is more menacing in Russia or in Japan.

THE SAILORS' HOME.

A correspondent writes:—"What is the meaning of the Sailors' Home? I was always led to believe that the Sailors' Home was for providing shelter for destitute and unemployed seamen, but apparently such is not the case now in Hongkong. On whom this fault lies I am unaware, but a fault there must be somewhere, considering the number of masters, officers, engineers and seamen in general who are practically on the beach in Hongkong. I can quote one case out of many—that of a Captain—Captain Coffee—who died in the Government Gaol. This man had first-class certificates second to none in Hongkong, and there are several more in the Colony who will follow him to Happy Valley if something is not done at once towards the alleviation of their distress. During his stay in Hongkong Captain Coffee was employed in various capacities and executed many commissions. What I want to know is whether Captain Coffee was refused admission to the Sailors' Home or whether he refused to go into the Home. At present the Home appears to be the refuge and retreat of all the undesirable who care to apply for admission (so long as they are not British), and there is a suspicion that a man who goes there minus dollars meets with scant, if any sympathy."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 28th at 10.40 a.m. Orders were issued to take down the red drum.

On the 28th at 11.35 a.m. The barometer has risen in S. China and more particularly in Formosa and has fallen in Central China.

The typhoon has entered the coast to the southward of Wenchow.

Forecast:—Fresh S. to S.W. winds, overcast, local thunderstorms.

N.B.—Telegraphic connection with Gap Rock is interrupted during the night.

SHIPPING.

ARRIVALS.
 June 28, ANAPA, British str., 2.51, J. M. Williamson, Barry 16th May, Coal.—
ORDERS.
 June 28, ASHLEY, British str., 1.800, Mackay, Barry 16th April and Singapore 21st June, Coal.—
 June 28, CRITUS, British str., 1.558, D. W. Hislop, Saigon 23rd June, Rice and General.—
 June 28, MOYRE, British str., 3.016, D. P. Campbell, Liverpool and Singapore 22nd June, General.—
 June 28, SUIBANO, British str., 1.775, James Young, Calcutta 12th June and Straits 22nd, General.—
 June 28, TOSKIN, French str., 2.327, R. Schmitz, Marseilles 29th May and Saigon 25th June, Mails and General.—
DEPARTURES.
 June 28, Ashley, British str., for Shanghai.
 June 28, CRITUS, British str., for Shanghai.
 June 28, MOYRE, British str., for Hongkong.
 June 28, SUIBANO, British str., for Hongkong.
 June 28, TOSKIN, French str., for Hongkong.
 June 28, ANAPA, British str., for Hongkong.
 June 28, CRITUS, British str., for Hongkong.
 June 28, MOYRE, British str., for Hongkong.
 June 28, SUIBANO, British str., for Hongkong.
 June 28, TOSKIN, French str., for Hongkong.

CLEARANCES.

At the Harbour Master's Office.
 June 28, Ashley, British str., for Shanghai.
 June 28, CRITUS, British str., for Shanghai.
 June 28, MOYRE, British str., for Hongkong.
 June 28, SUIBANO, British str., for Hongkong.
 June 28, TOSKIN, French str., for Hongkong.
 June 28, ANAPA, British str., for Hongkong.
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 June 28, TOSKIN, French str., for Hongkong.

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 June 28, MOYRE, British str., for Hongkong.
 June 28, SUIBANO, British str., for Hongkong.
 June 28, TOSKIN, French str., for Hongkong.

VESSELS IN DOCK.

June 28, Ashley, British str., for Shanghai.
 June 28, CRITUS, British str., for Shanghai.
 June 28, MOYRE, British str., for Hongkong.
 June 28, SUIBANO, British str., for Hongkong.
 June 28, TOSKIN, French str., for Hongkong.
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 June 28, SUIBANO, British str., for Hongkong.
 June 28, TOSKIN, French str., for Hongkong.

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June 28, Ashley, British str., for Shanghai.
 June 28, CRITUS, British str., for Shanghai.
 June 28, MOYRE, British str., for Hongkong.
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 June 28, SUIBANO, British str., for Hongkong.
 June 28, TOSKIN, French str., for Hongkong.

VESSELS ON THE BERTH.

June 28, Ashley, British str., for Shanghai.
 June 28, CRITUS, British str., for Shanghai.
 June 28, MOYRE, British str., for Hongkong.
 June 28, SUIBANO, British str., for Hongkong.
 June 28, TOSKIN, French str., for Hongkong.
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 June 28, TOSKIN, French str., for Hongkong.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	NO OF DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP	YANGTZE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	5th July
LONDON & ANTWERP, VIA SINGAPORE, &c.	CANDIA	Brit. str.	H. E. Kitch	P. & O. S. N. Co.	About 5th July.
LONDON, AMSTERDAM & ANTWERP	KINDIC	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	19th July.
LONDON DIRECT	SARDINIA	Brit. str.	H. E. Kitch	P. & O. S. N. Co.	About 21st July.
LONDON, AMSTERDAM & ANTWERP	KEMUN	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYNE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	16th Aug.
MARSEILLES, LONDON & ANTWERP	P. MARIE	Dan. str.	Berentzen	MELCHERS & CO.	6th July.
MARSEILLES, LONDON & ANTWERP	BENARTY	Brit. str.	Sarchoet	GIBB, LIVINGSTON & CO.	About 13th July.
BREMEN, VIA PORTS OF CALL	SEYDLITZ	Ger. str.	Dewers	MELCHERS & CO.	6th July, at Noon.
HAYRE, BREMEN & HAMBURG	NURNBERG	Ger. str.	Jaburg	GIBB, LIVINGSTON & CO.	26th July.
HAYRE & HAMBURG	C. FRED LAEISZ	Ger. str.	von Hoff	MELCHERS & CO.	6th July.
HAYRE & HAMBURG	BADENIA	Ger. str.	Loerden	HAMBURG-AMERIKA LINIE	10th Aug.
HAYRE & HAMBURG	HAMBURG	Ger. str.	Mittell	HAMBURG-AMERIKA LINIE	25th Aug.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	5th Sep.
TRIESTE, &c. VIA SINGAPORE, &c.	PERIA	Aut. str.	Craglietto	SANDER, WIELER & CO.	21st July, P.M.
GENOA, MARSEILLES & LIVERPOOL	DIONED	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	15th July.
GENOA, MARSEILLES & LIVERPOOL	SARTRON	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	20th Aug.
NEW YORK, VIA SUEZ CANAL	SCHUYLKILL	Brit. str.	H. E. Kitch	STANDARD OIL CO.	10th July.
NEW YORK, VIA SUEZ CANAL	R. CASTER	Brit. str.	H. E. Kitch	DODWELL & CO. LD.	About 5th July.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	H. E. Kitch	CANADIAN PACIFIC R. CO.	13th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	H. E. Kitch	CANADIAN PACIFIC R. CO.	14th July.
PORTLAND, OREGON	LYRA	Brit. str.	G. V. Williams	DODWELL & CO. LD.	14th July.
AUSTRALIAN PORTS	ACRATA	Brit. str.	W. G. McArthur	BUTTERFIELD & SWIRE	14th July.
AUSTRALIAN PORTS	CHINGTUI	Brit. str.	W. G. McArthur	GIBB, LIVINGSTON & CO.	3rd July, D'light.
AUSTRALIAN PORTS	YANAKA MARU	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	5th July.
SHANGHAI	WOODSON	Brit. str.	W. B. Palmer	NIPPON YUSEN KAISHA	29th July, 4 P.M.
SHANGHAI	CHANGCHOW	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	About 30th inst.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	5th July.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	6th July.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	6th July, 10 A.M.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	3rd July, 10 A.M.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	10th July, 10 A.M.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	10th July, 10 A.M.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	1st July, Noon.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	6th July.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	2nd July, 10 A.M.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	9th July, 10 A.M.
SHANGHAI	TAIPEI	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	About 12th Aug.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENARTY," Captain Sarchoet, will be despatched as above on or about MONDAY, the 13th July.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th June, 1904. [1575]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3.

Ficket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING," Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd " ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO. LD., No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [75]

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